

COUNTRY Eastern Germany

REPORT

TOPIC Schorfheide Airfield

25X1

EVALUATION

25X1

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

DATE PREPARED 28 August 1952

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

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1. In mid-July 1952, [ ] an airfield for bombers was under construction in the Schorfheide. Allegedly, a wooded area of 100 hectares was cleared. The locomotives of the narrow-gauge field railway which were previously used for the construction of a canal were overhauled for possible use at the airfield.

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2. Between 15 and 19 July, [ ] 40 engineers were quartered in Gross-Doelln. These engineers were allegedly engaged on a construction site in the woods north of Gross-Doelln where an airfield was under construction. It was rumored that a spur track was laid to this site.

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3. On 24 July, [ ] a road sign on Gross-Doelln-Vietmannsdorf road, at the point where the Grunewald-Grossvaeter path crosses the aforementioned road. The road sign pointed toward Grossvaeter and bore the inscription "800 meters to Construction Staff Romanenko." (1) The road to Grossvaeter and the path from Grossvaeter to the north as far as the clearing showed traces of frequent vehicle traffic. Telegraph poles, which were recently erected, extended along the woodpath from Grossvaeter to the north, across the Grossvaeter-Vietmannsdorf road, along the northern perimeter of Grossvaeter and along the woodpath toward the east via triangulation point 41 and toward the Doellnkrug forester's house. At the forester's house, the lines were tied in on old poles at Highway No 109.

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4. The cleared area, which was still covered with the trees cut there, extended about 1,500 meters on both sides of Gross-Doelln-Vietmannsdorf road. A barbed wire fence which was about 1.8 meters high was erected around the cleared terrain at a distance of 200 meters from its boundary. There were only two open entrances along the Gross-Doelln-Vietmannsdorf road. A group of eight German laborers, supervised by Soviet soldiers, were engaged in the cleared area. They cut the branches off the trees and loaded them on trucks with single-axle trailers. Four trucks [ ]

Their drivers wore red-bordered black epaulets. [ ] Individual trees were cut in a straight lane north of the barbed wire fence and that the extension of this lane west of the Gross-Doelln-Vietmannsdorf road was marked by three poles. It appeared that this was the marking of the spur track. A mobile sawframe where only Russians were working was observed at the northwestern corner of the clearing. At the southern exit of Grunewald there were two small wooden sheds in and at the sides of which measuring staffs were observed. Several 100 meters of narrow-gauge field rails were piled up next to the sheds.

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5. [redacted] the airfield which was planned for Land Brandenburg was to be erected in the Schorfheide. A sum of at least 55 million eastmarks was allegedly to be allotted for this object. A very large sum was allegedly allocated for another airfield which was scheduled to be constructed in Land Mecklenburg. (2) Construction work at the two airfields was allegedly to be carried out by the Bauunion firms in Brandenburg and Rügen. (3)

6. [redacted] the largest airfield was to be constructed in the Schorfheide, where six construction superintendents were to be employed. Construction work which was allegedly scheduled to take 18 months would include a runway of an exceptional length, width and thickness.

7. Between 25 and 29 July, a caterpillar dredger was observed on the site in Schorfheide. Another such dredger stood on the Vogelsang railroad station on 29 July. [redacted] now masts with an eight-wire telephone line extended from Doellnkrug forester's house straight to Grossvaster Lake and from there along the road and the extension of the path. An engineer who was employed on the spur track always spoke of the airfield when referring to the construction site.

8. On 22 July, [redacted] a recently cut clearing on both sides of Vietmannsdorf-Gross-Doelln road, about 2 km south of Vietmannsdorf. The clearing which was still covered with cut tress extended to the east and west for a length of 1 km and had a width of about 200 meters each. A cantonment of a Bauunion was being constructed about 2 km south of the clearing, about 250 meters east of the road. Eight semi-detached houses of the type previously used by the Reich Labor Service were observed there. Work was being done on a barbed wire fence, about 2 meters high, located about 150 meters north of the cantonment. [redacted] after 1 August, [redacted] 50 drivers who would be employed by a Bauunion and would be quartered in Vietmannsdorf. When driving from Grunewald northwest toward Storkow, [redacted] fence about 500 meters north of Grunewald, which blocked the road. Soviet sentries and 5 or 6 Soviet trucks were behind the fence. (4)

25X1 [redacted] Comments.

(1) Construction Staff Morameno is reported for the first time.  
(2) The construction project in Land Mecklenburg probably involves the expansion and improvement of Tutow airfield. [redacted]

(3) [redacted] the manager of the Brandenburg Bauunion was transferred as manager to the Rügen Bauunion on 23 July 1952. This may indicate that the Rügen Bauunion is also involved in construction work at the airfields.

(4) [redacted] it is inferred that a very large airfield is under construction in the Schorfheide. For location sketch of airfield, see Annex. [redacted]

25X1 [redacted] However, the extension to the north entered on the sketch is slightly larger than previously reported so that Jagon (Forest-subareas) 211 through 221 must also be included in the cleared area. [redacted]

25X1 [redacted] So far, only the trees have been cut on the site. The exact course of the scheduled spur track from the Vogelsang railroad station to the airfield cannot be determined.

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Annex

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Location Sketch of Airfield under Construction in the Schorfheide

